

Command= 210-

Point#, Start#-End# or G#= 1-415

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----09-04-2023-----14:46:53-----D:\BENCH FILES\BM6							
			1SETHUB	200	5015.9728	4485.5502	OCC
			2SETHUB	201	4712.8794	4429.8010	TRA
			3SETHUB	202	4943.2843	4720.8799	TRA
			4SETHUB	203	4911.0930	4505.5520	SS
			FNDIPIN	204	4990.6440	4605.7301	SS
			CORBLD	205	5009.5330	4539.3965	SS
			CORBLD	206	5016.6496	4510.1209	SS
			IPINHYS	207	5022.7691	4456.0531	SS
			IPINHYS	208	5024.9216	4316.8274	SS
			IPINBNT	209	5019.7277	4480.8705	SS
			SMH	210	5002.9337	4439.2617	SS
			CULV	211	4979.6462	4443.1944	SS
			CB	212	5007.7878	4484.1732	SS
			SMH	213	5002.1820	4552.8416	SS
			ENDFNC	214	4994.8073	4510.7904	SS
			<FNC	215	4981.3931	4502.2937	SS
			ELYRAIL	216	5081.3854	4513.9207	SS
			ELYRAIL	217	5010.6716	4496.7600	SS
			ELYRAIL	218	4909.6560	4472.2137	SS
			MLPST	219	4478.0380	4375.4820	SS
			FNDIPIN	220	4744.8484	4458.0171	SS
			FDRRSPK	221	4508.2301	4683.0994	SS
			FNDIP	222	4514.2576	4400.0333	SS
			ELRAIL	223	4523.4992	4378.4069	SS
			ELRAIL	224	4526.9711	4365.1773	SS
			ELRAIL	225	4717.9778	4425.6414	SS
			ENDPOST	226	4893.7711	4641.7546	SS
			FNDDH	227	4974.7835	4732.1657	SS
			FNDDH	228	5087.0758	4747.0857	SS
			FNDDH	229	5072.2582	4810.8426	SS
			FNDPK	230	4994.5931	4797.8211	SS
			FDSTK*	231	4945.1026	4790.8163	SS
			BKSWLK	232	4887.7350	4781.9436	SS
			BKSWLK*	233	4856.9041	4778.4197	SS
			FNDIP	234	4751.7972	4764.4887	SS
			FNDIP	235	4703.3894	4758.0016	SS
			****	236	4710.8218	4709.3146	SS
			BKWKEP	237	4728.7198	4712.4512	SS
			BKWKEP	238	4794.3943	4720.9821	SS
			BKWKEP	239	4815.6654	4723.6965	SS
			BKWKEP	240	4851.5264	4727.9522	SS
			CORWLK	241	4879.9092	4730.8849	SS
			CORWLK	242	4879.2706	4736.7848	SS
			CORWLK	243	4888.5291	4737.8343	SS
			CORWLK	244	4891.6882	4732.0908	SS
			CORWLK	245	4920.3199	4726.5750	SS

JOB #12 236ROYAL [415]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----09-04-2023-----14:46:53-----D:\BENCH FILES\BM6							
			CORWLK	246	4919.9243	4719.3501	SS
			SETSPK*	247	4884.4806	4731.0698	SS
			ENDPOST	248	4924.5947	4715.7530	SS
			CORPOST	249	4974.1562	4721.5847	SS
			ENDPOST	250	4986.7572	4652.9021	SS
			SETPKPOL	251	4994.7908	4641.3166	SS
			ANCHOR	252	4994.0556	4626.4540	SS
			IPIN	253	4990.6356	4605.7252	SS
			HUB	254	4911.0911	4505.5532	SS
			COREP	255	4984.7165	4572.4958	SS
			COREP	256	4973.8364	4626.9329	SS
			EP	257	4945.5886	4621.9467	SS
			EP	258	4932.0378	4632.2405	SS
			EP	259	4919.6629	4664.3355	SS
			EP*	260	4919.1343	4712.1776	SS
			CORBDBKW	261	4990.0435	4728.3994	SS
			POST	262	4976.9359	4725.1383	SS
			POST	263	4989.2962	4726.5506	SS
			POLE	264	4982.7402	4733.2180	SS
			EP<CURB	265	4923.2183	4726.3188	SS
			CB	266	4976.1730	4740.1731	SS
			EP	267	4903.4032	4620.5238	SS
			EP	268	4917.1851	4580.7497	SS
			EP	269	4923.2668	4561.1896	SS
			FNDRRSPK	270	5128.0246	4598.4741	SS
			FNDRRSPK	271	5116.7669	4639.2589	SS
			FNDRRSPK	272	5106.5156	4676.5972	SS
			clloc	273	5085.1927	4498.2465	TRA
			clloc	274	4890.8446	4451.0362	TRA
			calrow	275	4881.8746	4487.9624	TRA
			calrow	276	4984.3000	4490.3250	INT
			calrow	277	4519.7324	4377.4920	INT
				278	5002.1068	4518.5397	INT
				279	4754.5846	4417.9365	INT
				280	5007.1897	4520.1880	TRA
				281	5002.0554	4518.9407	INT
				282	4483.2827	4353.8914	INT
				283	4880.5687	4719.6480	TRA
				284	4909.1718	4496.3778	INT
				285	4879.0596	4731.4274	INT
				286	4745.0629	4456.5131	INT
				287	4745.3088	4454.7883	INT
				288	4909.3935	4494.6471	INT
				289	4879.1393	4730.8054	INT
				290	4873.4720	4780.3134	INT
				291	4819.0937	4475.3494	TRA
				292	4708.9229	4709.9524	INT
				293	4784.8557	4722.8285	TRA
				294	4819.2858	4474.5431	TRA
				295	5080.8394	4746.2571	INT
				296	5020.9657	4572.7008	INT
				297	4973.2064	4744.1404	TRA
			DURG	300	4974.7411	4732.1603	
			DURG	301	4984.9715	4652.2928	TRA
			DURG	302	4990.9812	4605.3762	TRA
			DURG	303	4995.9364	4566.6923	TRA
			DURG	304	5128.0140	4598.3986	TRA
			DURG	305	5116.7667	4639.2485	TRA

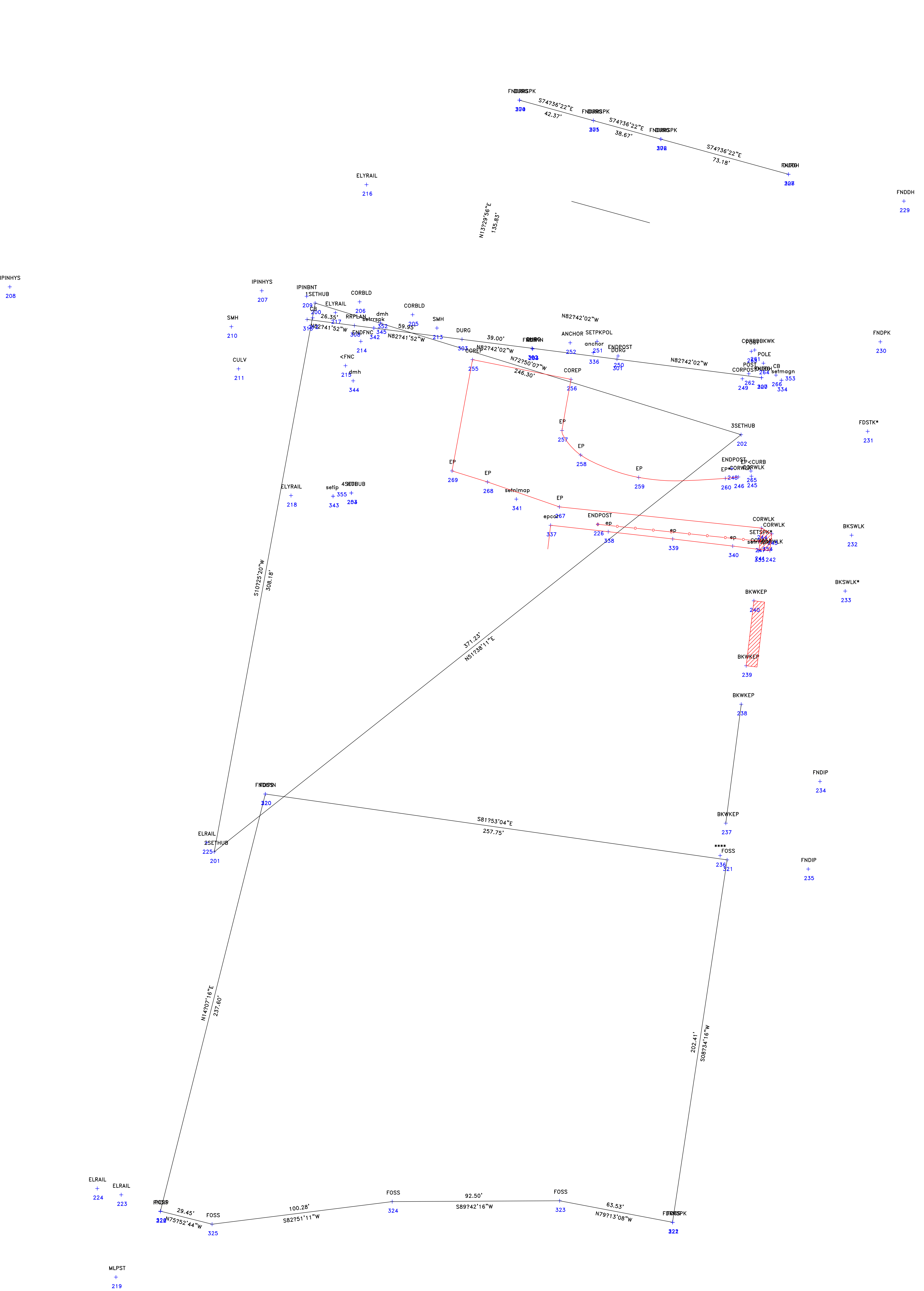
JOB #12 236ROYAL [415]

Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----09-04-2023-----14:46:53-----D:\BENCH FILES\BM6							
			DURG	306	5106.5017	4676.5312	SS
			DURG	307	5087.0758	4747.0857	SS
			RRPLAN	308	5003.5562	4507.2285	TRA
				309	5100.7936	4530.5711	TRA
				310	5106.8627	4505.2894	TRA
				311	5006.8803	4481.2878	INT
				312	5148.0420	4514.9688	TRA
				313	5006.9059	4481.0880	INT
			FOSS	320	4744.8484	4458.0171	
			FOSS	321	4708.4618	4713.1859	TRA
			FOSS	322	4508.3124	4683.0193	TRA
			FOSS	323	4520.1966	4620.6090	TRA
			FOSS	324	4519.7195	4528.1102	TRA
			FOSS	325	4507.2432	4428.6094	TRA
			FOSS	326	4514.4282	4400.0493	TRA
			FOSS	327	4740.1024	4457.3299	TRA
			FOSS	328	4464.2896	4676.3842	TRA
			FOSS	329	4368.7490	4665.0546	TRA
			FOSS	330	4295.5962	4374.3158	TRA
			FOSS	331	4293.1708	4659.1955	TRA
			FOSS	332	4328.9792	4661.4616	TRA
			FOSS	333	4295.5962	4374.3158	TRA
			setmagn	334	4973.3280	4743.1875	SS
			setrrspk	335	4879.1581	4730.6756	SS
			anchor	336	4988.5739	4639.2065	SS
			epcor	337	4893.2521	4615.6593	SS
			ep	338	4889.6977	4647.5040	SS
			ep	339	4885.6833	4683.1097	SS
			ep	340	4881.7663	4716.2758	SS
			setnlmap	341	4907.6910	4596.7210	SS
			setrrspk	342	5002.1809	4517.9853	SS
			setip	343	4909.2680	4495.4519	SS
			dmh	344	4973.0139	4506.5419	SS
			dmh	345	5005.0474	4521.6750	SS
				346	5010.1653	4480.0212	INT
				347	5016.1427	4483.3317	INT
				348	4918.0216	4459.4965	INT
				349	5085.1929	4498.2466	TRA
				350	5007.8739	4508.2773	INT
				351	5076.0387	4535.9306	TRA
				352	5002.1773	4517.9885	INT
				353	4973.3283	4743.1882	SS
				354	4879.1559	4730.6759	SS
				355	4909.2938	4495.4256	INT
				356	5006.3579	4495.6950	INT
				357	5010.2357	4519.9460	INT
				358	5007.4150	4519.2608	INT
				359	5005.0100	4506.3276	TRA
				360	5016.8711	4509.2089	INT
				361	5016.5835	4510.3930	INT
				362	4745.4306	4455.6206	INT
				363	4819.4175	4473.5932	INT
				364	4819.4078	4473.5909	TRA
				365	4745.1982	4455.5641	INT
				366	4514.3924	4399.4977	INT
				367	4918.4479	4457.7415	INT
				368	4977.3599	4488.6508	INT
				369	5002.1067	4518.5397	INT

JOB #12 236ROYAL [415]

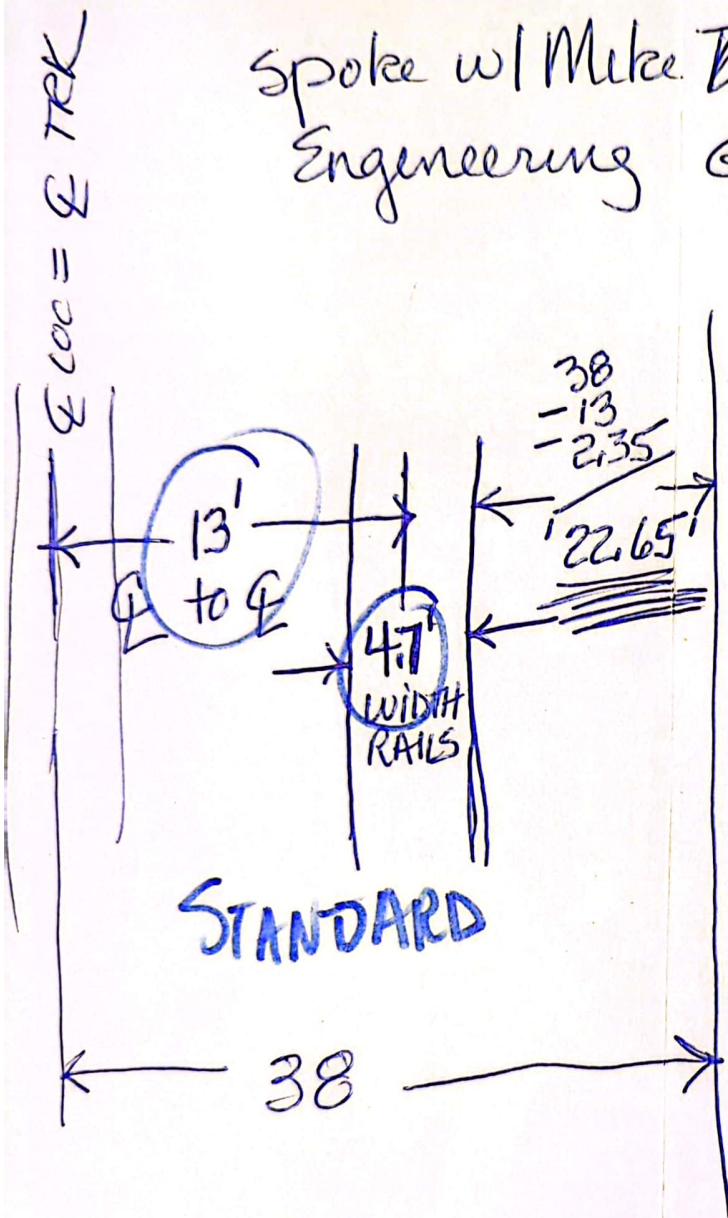
Bearing	Distance	Elev	Descrip	Pnt.	Northing	Easting	Type
-----09-04-2023-----				14:46:53	-----D:\BENCH FILES\BM6		
				370	4972.0132	4510.6612	INT
				375	5009.6935	4481.9632	TRA
				376	5010.8597	4482.2465	INT
				377	5010.2357	4519.9460	INT
				378	4986.5143	4640.2563	INT
				379	4994.2847	4579.5869	TRA
				380	4993.0141	4589.5059	TRA
				381	4992.3788	4594.4653	TRA
				382	4991.7435	4599.4248	TRA
				383	4990.4730	4609.3438	TRA
				384	4990.3459	4610.3357	TRA
				385	4990.2189	4611.3276	TRA
				386	4990.0918	4612.3194	TRA
				387	4989.9648	4613.3113	TRA
				388	4989.8377	4614.3032	TRA
				389	4989.7106	4615.2951	TRA
				390	4989.5836	4616.2870	TRA
				391	4989.4565	4617.2789	TRA
				392	4989.3295	4618.2708	TRA
				393	4989.2024	4619.2627	TRA
				394	4988.5671	4624.2222	SS
				395	4987.9319	4629.1817	TRA
				396	4987.2966	4634.1412	TRA
				397	4986.6613	4639.1006	TRA

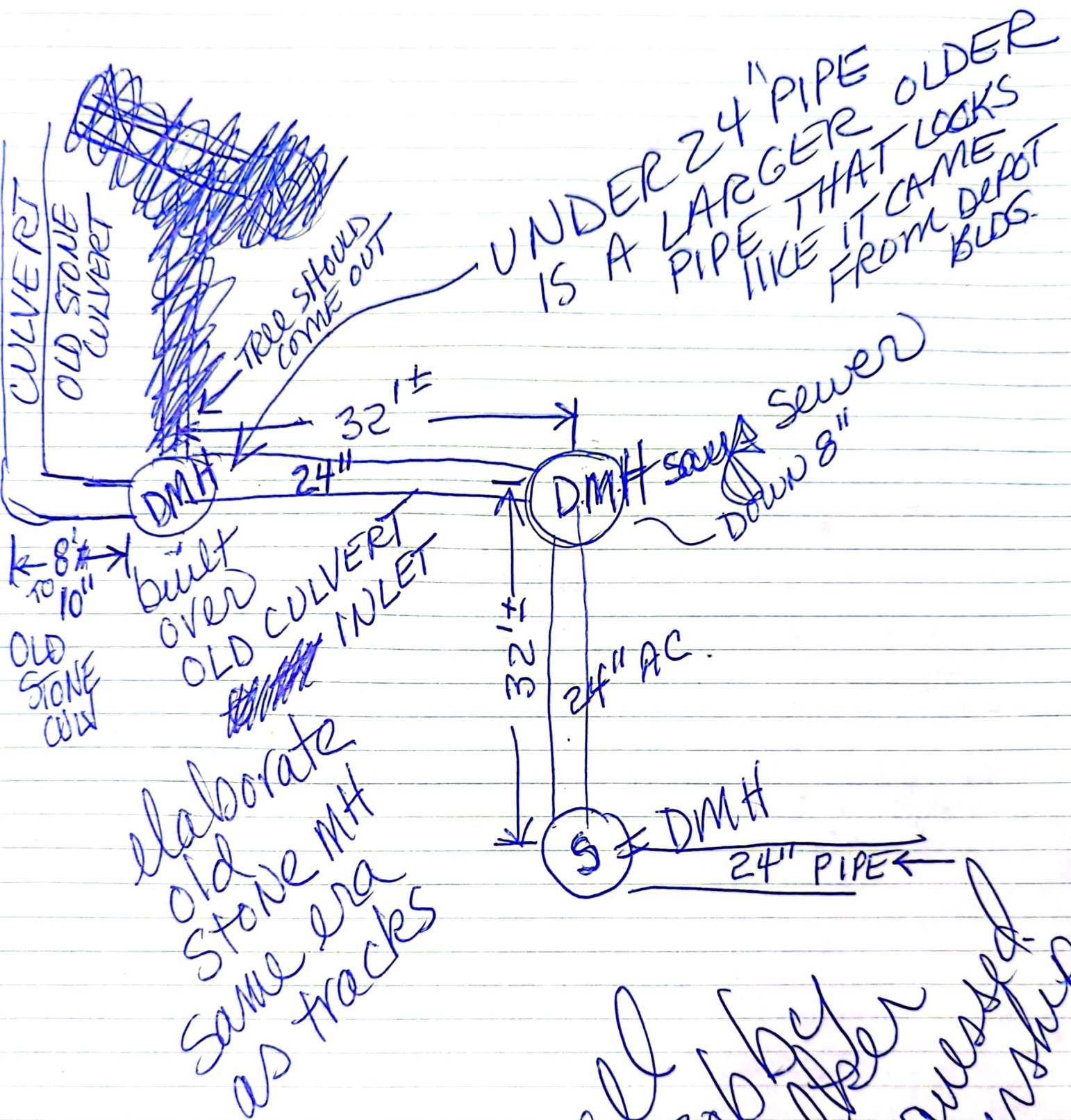
Point#, Start#-End# or G#= 4-



Spoke w/ Mike ~~Thompson~~ Twidle
Engineering GTI 508 663-~~1144~~

38' / 28'





call Bobby
Walter w/ guessed
ownership

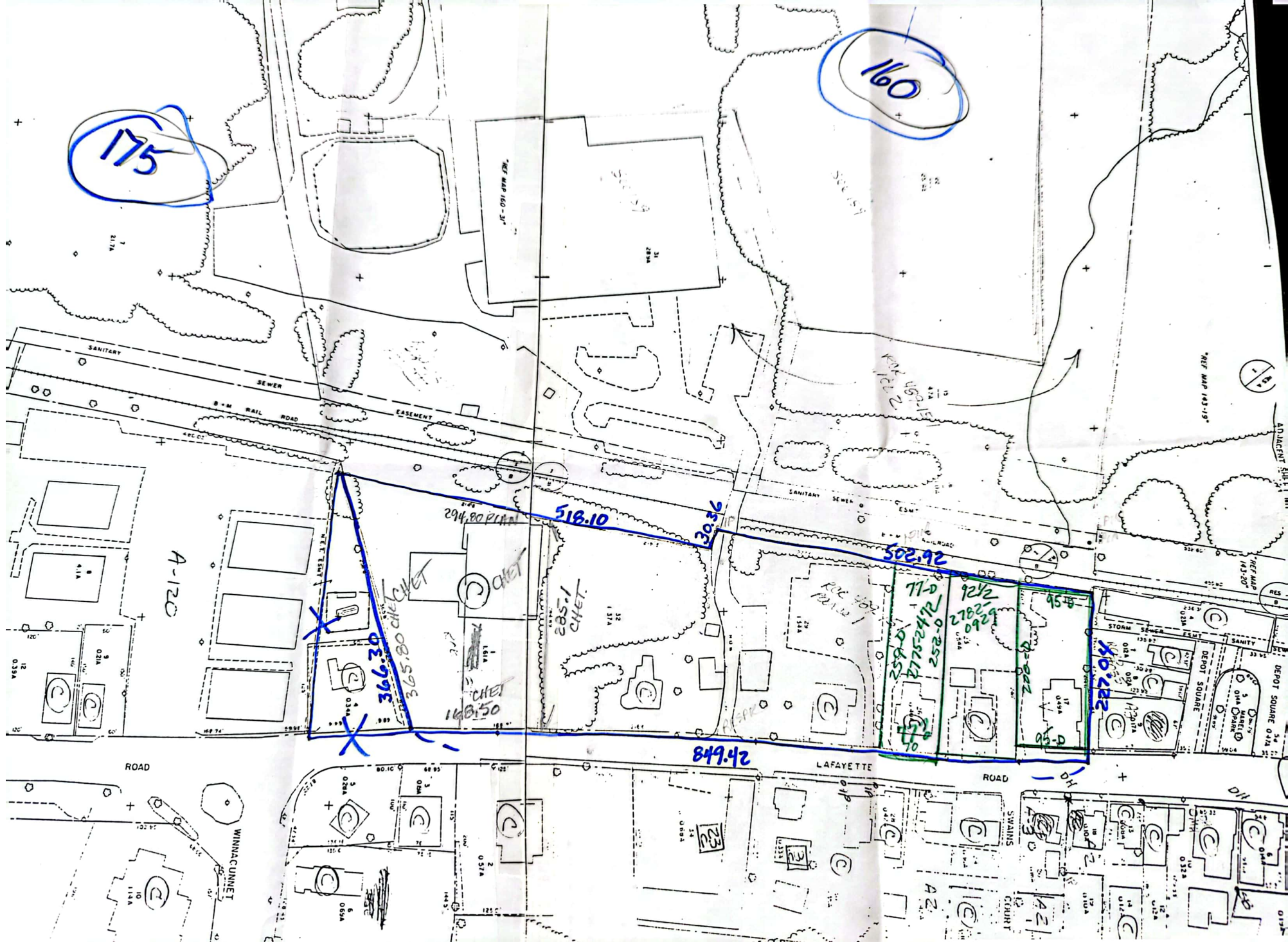
per phone Bobby Walker 5/1/97

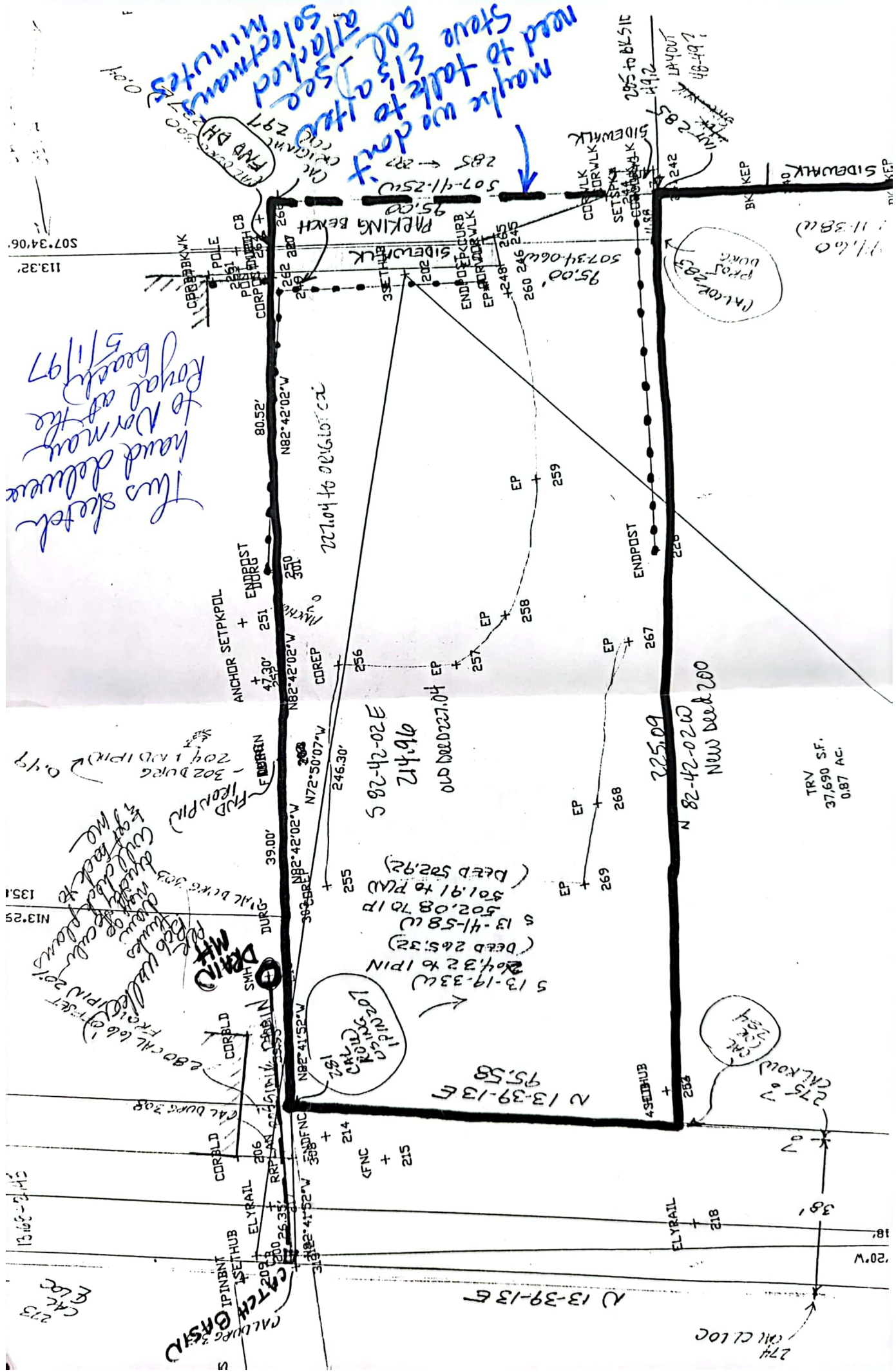
SMH = DMH

Bobby Walker got inside
DMH - can ^{see} 26' \pm (estimated
by pipe
lengths)

goes estimated 90° from
pipe ~~to~~ to Bldg towards
track to a structure
can't see from there
may turn 90° again

- will need cars out of the way
to determine for sure -





BOOK OF HIGHWAYS p 198
seen at Superior Court office

Committee chosen to evaluate
petition

Committee reports
land extends from John Philbrick on
to Daniel Moulton on South
"as now staked and fenced out,
29 Rods more or less
and about four rods in width"

assessed damages at \$350

Ballard then request jury

jury assessed \$1043

award \$1043 + \$89.11 court costs

1770-1965
all in boxes



Rock. Cnty. Superior Ct. #19764
(1841)

Nh Ar Box 428121

CALLER CLERK OF COURTS 5/5/9
HE WILL LOOK FOR CASES



SAID TO TRY COUNTY Commissioners
679-5335

to the Honorable Justice of the Superior Court
of Judicature for the County of Rockingham
holding plea in Equity:

Humbly complaining sheweth unto your Honors
your Orator Joseph Ballard of Boston in the County
of Suffolk and State of Massachusetts gentleman,
that he now is and sometime before the year of
our Lord eighteen hundred and thirty nine has
been seized in fee simple in a certain tract of land
with the buildings thereon, situated in Hampton in said
County and bounded as follows, to wit: Northerly by
land of John Philbrick and Jonathan Philbrick, easterly
by the road leading from Portsmouth to Newbury-
port, southerly by land of Christopher Toppin, and of
David Moulton, and westerly by land of David Fowle
and Simon Fowle, junior, containing fourteen acres more
or less.

Town Deeds # 107

100F ODD Fellows Lodge
to

TOWN OF HAMPTON

EASEMENT COMMITMENT

Agreement to convey ^{a deed of} easement
15 Feet in width

"Same said easement to run as
close to the rear of the Odd Fellows
lot line on the westerly side of the
property as possible) within 15 days
after presentment of same by town

Town agrees to oil parking area
behind block in consideration for
this easement commitment

DIES"

for Easter

high prices you may
 angling the appearance
 straw hat by using

Morite

all the colors at the old

DAVIS CO.

Hardware Store,

St., Portsmouth

ER TOBEY,
 AND INSURANCE

FOR:

ice Co., of Missouri (Fire)
 nt and Indemnity Co.
 Mutual Life Insurance Co.

NEW HAMPSHIRE

Connection.

HAMPTON CIVIC IMPROVEMENTS

HAMPTON, N. H., Apr. 13—This town is at present entering upon a campaign of civic improvement that abounds with the earmarks of progressiveness. It is a source of extreme satisfaction to this paper that it might have been a contributor through the "Good Things Column" which has appeared from time to time in its columns, edited by a citizen whose interest in the town's welfare was exemplified by the many "good things" he suggested along the lines of civic improvement, and "city beautiful" many of which are now being followed in the contemplated improvements.

On Main Street.

On Main Street is contemplated the most radical changes, and consequently the most decided improvements. The contemplated plans here include first the widening of the street from a point below Garland's drug store on that side of the street, to the overhead bridge over the railroad tracks. The road will be swung in along this line to almost twenty feet at the upper end of the depot square, shortening to a great extent the present long curve at this point, and minimizing to a great degree the possibilities of accident at the present dangerous intersection of Main and High Streets. It is understood that the completion of this plan hinges upon the question as to whether or not the Boston & Maine will furnish the gravel from their pit, nearby, for the filling, the town to haul the gravel. It would seem from the great improvement that this proposed change would be to the railroad property that the road will not hesitate to grant the request for gravel.

Depot Square.

Under the contemplated improvements depot square will be radically transformed and will become one of the most attractive stations on the road if the company will but meet the

town officials and organizations who are behind the improvement. Already a garage is being staked out in the square. According to the proposed improvement plan a walk and driveway will circle the square, in the centre will be a located a large flower bed, in the centre of which it is hoped an ornamental fountain will some day arise. Here is where the Boston & Maine can arise nobly to the occasion by the erection of a new station. During the summer months Hampton station is the gateway to one of the finest and most attractive beaches on the coast, and during this period is to all purposes a city station. The street and square improvements will only serve to bring out more conspicuously the glaring incongruities of the set of buildings that now serve, and have served for a long term of years, as a railroad station. While these buildings might have answered for the Hampton of the past, they are entirely inadequate to the Hampton of the present and should be replaced with buildings of modern architecture and facilities to keep pace with the proposed improvements.

Road Improvements.

Hampton's improvements on a large scale do not stop at this point, for work will soon commence upon an improvement long needed, and this is elimination of the dangerous curve at the "Haunted House" so called. This section of road is a continuation of Main Street and the blind and sharp curve has long been a menace to travel. Under the plan adopted by the town and state officials the new road will pass in the rear of the "Haunted House" and gracefully sweep into the road on the other side made a wide and safe curve. When this improvement is completed, which will be in the immediate future Hampton will have an artery of travel through the centre of the town that will compare favorably with the finest of city boulevards.

Auto Chemical.

Nor do the civic and municipal improvements stop here. The town at its last meeting voted to purchase an auto chemical and other modern equipment for its fire department. The auto chemical, of the Kissell car type is equipped with every facility for the handling of fires of the nature that a machine of this kind is most effective in fighting. The new machine occupies a prominent position as the principal fire fighting unit of the department and puts the department upon a footing that makes it a most efficient fire fighting organization.

Other Improvements.

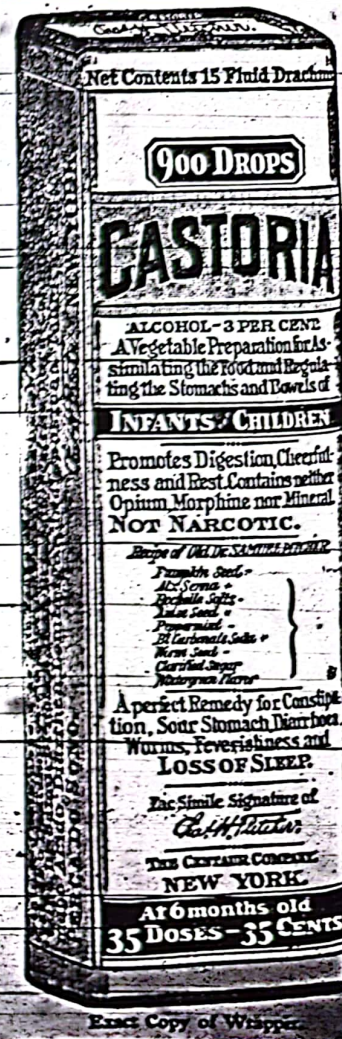
The progressive spirit that is at present animating the town is not wholly confined to the municipal and civic bodies as at the post office the stamp of progressiveness is affixed in the new order and parcel post department that has been opened by Postmaster Sanborn. This addition to the postal facilities of the office is much appreciated and demonstrates that the headquarters of the federal government in Hampton are compelled to expand to meet the increasing business of the office and contributions.

Last But Not Least.

Last but not least the HAMPTON UNION the local weekly which first saw the light of day in Hampton and for the past seventeen years has kept pace with the town's advancement, has also broadened out and its mission will hereafter be to BOOST HAMPTON AND HAMPTON BEACH THE GREATEST BEACH ON THE NEW ENGLAND COAST.

HAMPTON BEACH, Apr. 13—One of the lessons received through the recent fire is to be observed in the modern fire fighting organization that is taking shape at the beach. When this organization is completed which will be in plenty of time for the opening of the season no community in this section will have better fire fighting facilities than the beach.

Central Fire Station.



LUNT SH

RIGHT-OF-WAY AND TRACK MAP
BOSTON AND MAINE R.R.

Operated by the
BOSTON AND MAINE R.R.

STATION 2400+05 TO STATION 2452+85

SCALE: 1-IN. = 100-FT.

JUNE 30, 1914.

Office of Valuation Engineer.
Boston, Mass.



DLR INC
9/3/96 ↑ 3174-1539
TRUSTS ROCK LODGE I.O.O.F
6/22/1893 ↑ 538-166

Wm A Champlain of Pawtucket RI
Jennie A Champlain
IN RIGHT OF JENNIE A CHAMPLAIN RI
Mary E Whitman RI
William A Perry NY

Wm G. Perry # 5558 NS 1887
↑
TEE 1864-1882 463-296 Exeter
TEE 1813-1864 390-345 Seabrook
TOR 1864-1882 ∅
TOR 1813-1864 ∅
TEE 1882-1919 ~~415-333~~
489-151 copy
507-163 ~~copy~~ Mortgage
TOR 1882-1919 544-422 10 AC West of RR X
551-159 1/3 INT 489-151
557-408 ~~Quitclaim~~ interest
557-409 Mortgage 1/3 INT
489-151

William G Perry acquires 11/16/1882 dies 1887

TOR 1882 -
1864-1882 ∅

1882-1919
544-422 → Wm T Merrill estate WIFE
551-159 DUP
husband of Jennie 557-408 → Fred Rick G Perry quitclaim in
Jennie Champlain & Fred Perry 557-409 → mortgage 1/3 UND
591-401 Exeter
551-159 → Chas N Chase 1/3 UND 1895
538-166 LODGE
582-048 assign N/L?

TOR ROCK LODGE I O O F
1882-1919 493-025 H Falls

1920-39
929-452 Mortg.
931-172 Vote

1940-59
1236-064 Mort

1960-TP
2219-1160 Extension 1926-9
2266-657 mort

1980 - a lot of tax ads, liens, etc not listed

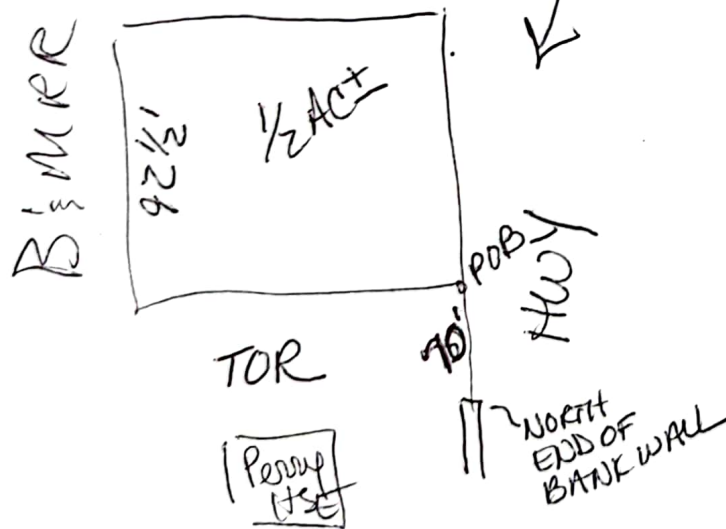
3179-314 } Tax
3179-315 } Redemptions Hampton

3174-1539 DLR INC

3174-2221 3174-1539
authorizing signers for ↑

Graceffa
 ↑ 2782-929
 Poscosolido
 9/21/82 ↑ 2422-738
 Christina h. Locke (widow Franklin)
 5/31/80 ↑ 2220-0727
 Mildred Locke (widow Clarence)
 6/12/58 ↑ TO BOTH 1469-056
 Mary F. Lang
 6/12/58 ↑ 1469-055
 Clarence & Mildred Locke
 ↑ same

Edward O. Towle
 2/14/1900 ↑ 575-162
 10/3/24/1900 Howard G. Lane



YOU MAKE ALL THE DIFFERENCE!

D 7494
 D 33449
 1809-473
 1809-474
 00353
 02841
 3174-1539
 PLAN 1506-387
 489-151
 # 5558 NS
 2775-2471
 538-166
 2782-929
 2391-570
 2391-362
 00213
 1610-278